



JAPANESE BATTLE FOR LIFE OFF REEFS AT KOKO HEAD

Two Japanese sailors belonging to Eben Low's coasting steamer Elizabeth battled for life yesterday off the treacherous reefs that bar the approach to Koko Head, and after two hours, in the angry seas finally reached shore more dead than alive.

"Admiral" Low has the contract for landing many hundred tons of material to enter into the construction of the Marconi wireless telegraph plant to be installed at Koko Head.

It was while attempting to land heavy steel masts and other material that the disaster occurred that sent Captain Low as well as his little band of men into the sea.

What is declared as one of the roughest seas in the experience of the owner of the Elizabeth was running at the time. The steamer was obliged to come to an anchorage two miles from the rock-bound and forbidding shores of Koko Head. A scow was launched and several tons of iron and steel had been loaded aboard and the craft started on its way toward the reef, when a succession of gigantic waves swamped the lighter.

It then became a struggle for life

for the men who accompanied the lead to the shore. Time after time the Japanese sailors would gain a footing on the rocks only to be washed out to sea. Captain Low was finally hauled aboard the lighter, and at the same time was powerless to render assistance to his men.

In the consignment of supplies sent out from the steamer on the first load was a "crow's nest" to adorn the wireless mast. This was encased in wood, and it was through this piece of freight that the struggling Japanese succeeded in floating with the current to a point where they could gain dry land, well high exhausted from their encounter with the storm-tossed waters. The Japanese were many hours making their fight for life. The material lies in a position where with better weather it can be brought to land.

The landing of the wireless plant is declared as one of the most difficult jobs ever attempted by Captain Low, who has had years of experience in the navigation of island waters. The work is attended with much risk to life and property.

RESCUED FROM A DESERT ISLE DISTRESSED SEAMEN RETURN HOME

Wrecked on the reefs that circle Nukulofa, in the Tonga group, on Feb. 10, while engaged in the navigation of the American schooner Borealis, with lumber from Mukileto destined for Tonga, Captain F. Klinton, Chief Officer C. Wewetzer, and nine seamen are visitors at Honolulu today, pending the stay of the Oceanic liner Sonoma.

Boarding the steamer at Pago Pago, the officers and men are en route to San Francisco, where Captain Klinton will file a report of the disaster with his owners, the Charles Nelson Company.

Weeks were spent on a little and practically deserted island in the Tongas before a passing British coasting steamer halted on her course to the Samoan islands and picked up the distressed mariners.

The four-masted schooner Borealis with her cargo of lumber is declared by her officers a total loss. All hands were saved. The officers and men escaped death at sea with but little save the clothes in which they stood.

The Borealis encountered a hurricane of unusual ferocity that is alleged to have created much havoc in the south seas from the 6th to the 10th of February. The vessel rode out the gale for some days when the anchors slipped and she began to pile up on the reef of Nukulofa.

Capt. Klinton and his officers and men endeavored to stay by the vessel until it was apparent that there was no possibility of saving the craft from complete destruction. It was the work

of but a few hours to complete the total wrecking of the schooner, which at one time figured conspicuously as a lumber-carrier between Puget Sound and the Hawaiian Islands.

A few scattering bands of natives were found on the little island. They showed no ill-feeling at the advent of the strangers and the shipwrecked men stated this morning that they were treated with every courtesy and consideration.

In response to their signals, maintained both day and night, a Union Steamship company, trading in the south seas, drew near.

The unfortunate plight of the little company of men was made known and arrangements were completed whereby the party was given passage to Samoa. An appeal to the American consular representative at Apia soon brought the shipwrecked men to the American colony. A few days later, they were placed aboard the Oceanic liner Sonoma and are bound for San Francisco.

Captain Klinton states that the wreck has been sold for about \$2500. The lumber was in bad condition, having become splintered through contact with the reef.

The Borealis was a vessel of 670 tons and was built at Fairhaven in 1902.

Through the kindness of the Americans stationed at the Pago Pago naval base, the men from the Borealis were given supplies of clothing. They speak in highest terms of the treatment accorded them by their fellow-countrymen.

WINDJAMMERS READY FOR SEA

Several sailing vessels are prepared to take to the open sea today. The schooner Fred J. Wood has been discharged of 500,000 feet of lumber, and the last of the ballast was placed aboard from the railway wharf today. This vessel is destined for the Sound.

Bringing lumber to the order of the City Mill Company, the schooner Robert Seales has been made ready for the voyage to the north Pacific coast, and it is the intention of Captain Dornberg to get away today.

The last of the shipment of 16,000 barrels fuel oil has been pumped from the American ship Falls of Clyde. This vessel brought fuel for the local branch of the Associated Oil Company. The Falls of Clyde should depart today, with destination as Galveston and San Francisco.

Monteth to Succeed Josselyn.

Charles Monteth, well known here as chief officer in the schooner Fluorance Ward, who left Honolulu some months ago for the east coast of the United States is to be placed in command of the American mark Fooning Seely, to succeed Captain Walter L. Josselyn, who passed away yesterday. Monteth is reported to have left the islands with the promise of securing the berth of master aboard the well known bark that at one time was in the regular trade between New York and the Hawaiian Islands.

Sparkle From the Wireless.

F. M. S. S. Manchuria—En route to Honolulu, 8 p. m., March 20. Will arrive at Honolulu on Monday morning at ten, with thirteen cabin, two second cabin and one hundred and eighty-eight stowage passengers. All well.

M. N. S. S. Lurline—En route to San Francisco, 8 p. m.—Five hundred and thirty-six miles out. All well.

M. N. S. S. Honolulu—In touch.

COMPLETES HIS LAST VOYAGE

Nearly sixty years spent at sea, known to almost every port on the civilized globe, completing twenty-eight round trips between the east coast of the United States and the Pacific slope or the Hawaiian Islands, including the rounding of the Horn fifty-six times, Captain Walter L. Josselyn, former master of the American marg Nuanuu, passed away yesterday, according to a cable received by relatives in this city.

Identified with the shipping of two oceans for a long span of years, Captain Josselyn was a host of friends not alone among maritime men but also with those whose business brings them in contact with ships and the merchant marine.

Captain Josselyn was born in Roxbury, Mass., on March 23, 1841. He left school at an early age to take up the life of a sailor. His first voyage was made on the old sailing ship Neptune. The master of the ship proved too harsh for a lad of his tender years and he left the ship at its first port of call, New York. At this place he joined a sailing ship bound for London. After arriving here he joined another sailing ship bound for San Francisco.

Captain Josselyn entered the service of Charles Brewer & Company, which operated a line of sailing packets between New York and Boston and the Hawaiian Islands. He remained in the employ of this company for forty years and until a time that the bark Nuanuu was disposed of to Baroness and Hubbard and taken off the New York run. His last voyage in the Nuanuu resulted disastrously, as the vessel was beset by gales and was obliged to put into Port Stanley for extensive repairs. Captain Josselyn was over four hundred days on this voyage to Honolulu. In departing for the coast a few months ago, Captain Josselyn was given command of the Fooning Seely, now entered in the oil trade between Texas ports and New York. The deceased skipper was an active member of Honolulu Y. M. C. A. He was a writer and speaker of note. A number of entertaining lectures were delivered here during his visits at the port.

KOREA LADEN WITH MUNITIONS

Laden with thousands of tons of supplies for both the army and navy in the Philippines, the Pacific Mail liner Korea, to call at Manila on the present voyage, will be discharged of a large quantity of munitions of war, including arms and ammunition. Six thousand tons cargo are aboard the big vessel, that came to a berth at Alakes, wharf shortly before ten o'clock this morning, following a fine trip down from the coast.

Many distinguished passengers arrived in this vessel. Federal officials at the port were out in force to extend a welcome to Honorable and Mrs. George W. Wickersham, who are on a tour of the world and propose to remain in the islands for some weeks.

The Korea arrived here with 67 cabin, 18 second class and 3 stowage passengers. The list of passengers proceeding to the coast of Asia includes 120 cabin, 13 second class and 149 Asiatic stowage.

R. J. Kilbey is now freight clerk in the Korea, taking over the duties formerly performed by H. R. Allen, who has been transferred to the Panama run.

Local shipping men and port officials were more than delighted to again greet L. MacPherson as purser in the Korea. "Mac" is taking charge of the office for another round trip at least. Former Purser William Allen has not yet sufficiently regained his health to go to sea on an extended voyage.

Mail from the mainland to the amount of 246 sacks was received by local postal officials. Seventy-two tons freight are to be discharged during the brief stay of the vessel at the port. The Korea is listed for departure to Japan ports, Manila and Hongkong at five o'clock, taking a score of cabin and a hundred or more Asiatic stowage passengers.

Man (sitting)—Pardon me, madam, but you're standing on my feet. Woman (standing)—If you were anything of a man you'd be standing on them yourself.

end gave instructions as to the disposition of his effects. He is a native of California and has been identified with the steamship company for several years. He died on March 4.

Thomas Finnigan, a fireman, was brought ashore from the Sonoma on arrival of the vessel at Honolulu this morning. Finnigan is said to be suffering from typhoid fever and has been ill since the vessel sailed from Australia. His condition is not considered as serious.

Passengers were much interested in the elaborate farewell tendered Governor W. N. Crose at Pago Pago. That official departed for the States in the liner, and some hours before he stepped aboard the steamer, Governor and Mrs. Crose were the recipients of much attention upon the part of many tribes of Samoans. A large number of gifts were bestowed upon the former executive of the American colony.

It was during the call at Pago Pago that the officers and nine distressed sailors from the wrecked Borealis were taken aboard. They are proceeding to San Francisco.

Twenty-two sacks of colonial mail were landed from the vessel. The Sonoma is expected to sail for the coast at about 7 o'clock this evening. At the office of C. Brewer & Co. 85 cabin passengers have been booked.

VESSELS TO AND FROM THE ISLANDS

[Special Cable to Merchants' Exchange]

FRIDAY, MARCH 21.

SEATTLE—Arrived, Mar. 21. S. S. Arizana, from San Francisco.
SAN FRANCISCO—Arrived, Mar. 21. S. S. W. F. Herrin, from Kananapa, Mar. 13.
GRAYS HARBOR—Sailed, Mar. 20. Sch. Fearless, for Honolulu.

Aerograms

U. S. A. T. Thomas—Arrives from San Francisco Saturday evening.
S. S. Manchuria—Will probably arrive from Yokohama about noon Monday.

PASSENGERS ARRIVED

Per P. M. S. S. Korea, from San Francisco—For Honolulu: H. Abramson, Mr. and Mrs. Frank Andrade, Mrs. A. D. Boyer and infant, Master Richard Boyer, Mrs. M. E. Bristol, Jerry Changos, Miss E. English, Mr. and Mrs. F. S. Fay, Mr. and Mrs. Norman N. Fay, Jules Gertle, Mr. and Mrs. A. L. Green, L. Harberg, Winfield Hogaboom, Mr. and Mrs. H. H. Homer, B. S. Hubbard, Mr. and Mrs. H. J. Jackson, Miss Irene Jordan, Miss Alice Jordan, Miss Lyle Jordan, Mrs. C. King, Master Duncan King, Miss Barbara King, J. P. Logsdon, Miss Pearl L. Misenor, Paul Pangides, Mr. and Mrs. C. E. Pemberton, Mr. and Mrs. Guy R. Porter, Mr. and Mrs. Chas. C. Scott, James C. Sims, Jos. V. St. Clair, Mrs. M. Z. Seaward, Miss Lulu Wilkins, Miss Martha Bowers, Mr. and Mrs. F. J. Dewes, W. H. Lee, F. P. Moore, Miss Frances Noyes, Dr. and Mrs. F. Pfaff, Mr. and Mrs. Geo. C. Prussing, Mr. and Mrs. A. Carnegie Ross, D. R. Thom, Mr. and Mrs. C. Carroll White, Hon. and Mrs. Geo. W. Wickersham, Miss Anna B. Lamb, Mr. and Mrs. C. R. Davis, W. J. Gorham, Arthur T. Gray, B. E. Murdock, Mrs. S. K. Murdock.

Through—For Yokohama: Mr. and Mrs. E. P. Alexander, Miss A. D. Alexander, Miss I. S. Blackmore, G. de Ronlach Cessac, P. de Reniach Cessac, Miss A. T. Clark, Mr. and Mrs. J. L. Cosgrave, Miss Beatrice Cosgrave, Miss Kathleen Cosgrave, Mr. and Mrs. F. H. Evans, Miss M. F. Grant, Mr. and Mrs. Wm. A. Grozier, B. Guggenheim, Mr. and Mrs. G. S. Hall, Mr. and Mrs. E. Jaehne, James F. Jordan, Miss M. D. Keagay, A. L. Majors, John F. Moore, H. W. Osborn, Miss Edith Putnam, Miss Ruth Putnam, Mr. and Mrs. Jos. A. Skinner, Miss R. I. Skinner, J. E. Sharkey, Miss J. Winterhoff, Mr. and Mrs. A. J. Marcus, For Kobe: J. Katsuki, For Nagasaki: J. Camubell, Dr. and Mrs. Cecil Dabney, John Q. A. Johnson, Jr. and Mrs. C. J. P. Jolliffe and infant, Master Edw. Jolliffe, Miss Sadie Jolliffe, D. E. Kydd, Jr. and Mrs. J. W. Paxton, John Paxton, Miss Una Paxton, Miss M. Louise Thompson, Rev. and Mrs. L. R. Torrey, Master Wm. W. Torrey, Master Ray L. Torrey, Mr. and Mrs. John D. Whitbeck, For Manila: Mr. and Mrs. Arthur J. Beattie, Miss Julie Beattie, Miss Elene Beattie, Oliver F. Bishop, Bert Duffey, Roy Dunken, Mrs. S. K. Hawkins, Rev. Constant Jurgens, Mr. and Mrs. S. B. Kurtz and infant, Master Edward Kurtz, Miss Blanche Shoemaker, Mrs. W. H. Shutan, Capt. Benj. Tappen, Jas. V. Tierney, For Hong Kong: Mrs. E. Bailey, Mr. and Mrs. H. K. Baumgardner, Miss Agnes Bulow, J. J. Carey, Miss E. M. Chisholm, Mr. and Mrs. H. Damon, Mr. and Mrs. J. J. Duffy, Mrs. Roff Eatey, E. Burton Holmes, Miss E. D. H. Hosack, Dr. Frank B. Kenney, Miss Helen R. Klinton, John D. Whitbeck, For Manila: Mrs. W. H. Mann, H. W. Mann, Miss Blythe McDonald, Miss M. McKillip, Quan Chee On, Quan How On, Miss Temperance Reed, Mr. and Mrs. Irvin Thomas, Miss O. Thomas, Miss M. C. W. Rowland, Mrs. Laura McD. Sims, Mr. and Mrs. F. L. Smith, Mr. and Mrs. H. H. Tammam, Mr. C. E. C. M. Thibault, Mr. and Mrs. C. E. Thomas, J. W. Thomas, Mrs. A. E. Thomas, W. P. Tuttle, F. S. Tyson, B. L. Wickins.

Per O. S. S. Sonoma, from Sydney via Pago Pago, March 21.—For Honolulu: Mrs. V. Browne, Mrs. Emily Duff, Mrs. C. S. Jackson, Dr. J. A. McDonald, G. R. McDonald, Mrs. C. J. Trower, E. Lamont, Mr. and Mrs. E. Lamont, Mr. and Mrs. E. Barrett, Mrs. A. G. Bebb, Miss D. Bebb, Miss Violet Black, Mr. and Mrs. J. Cain, Miss E. M. Carr, Capt. H. A. Chard, Gov. W. M. Crose of Samoa, Mrs. W. M. Crose, Miss Crose, Miss Dohlin, Mr. and Mrs. J. Fielding, Edlinwood Fennell, Mrs. J. Fennell, A. A. Abrahamian, Mr. and Mrs. A. M. Bain, Rev. and Mrs. R. E. Burke, Miss Thyras Burke (21-2 years), J. B. Clark, J. C. Cooper, R. J. Corbett, J. Dennis, W. A. Drummond, Mrs. Annie Edvins, Miss Annie Fokm, Rev. Father Richard Fuetscher, Dr. Gawler, Elder J. E. Gleave, Mr. and Mrs. Gunther, Mr. and Mrs. G. W. Hartley, Mr. and Mrs. H. D. Heacock, Thos. H. Huribert, J. W. A. Kelly, Mrs. J. W. A. Kelly, Mr. and Mrs. A. L. Lane, O. W. Leidel, J. T. Lingen, Robert Little, Mr. and Mrs. Sherman Martin, Rev. and Mrs. James Murrell, G. McLeod, Miss A. L. McClymont, Miss C. McClymont, Wm. Haddon, Robt. Harrison, Mrs. Robert Harrison, Mr. and Mrs. S. Heaton, Master Heaton, Ed E. Hill, E. A. Hoare, Miss S. Holmes, Miss J. Holmes, Mrs. Florence Hughes, Master Roy Hughes, Capt. F. Klinton, Mrs. D. J. Leahy, Mr. and Mrs. Harry Lee, Mr. and Mrs. E. W. Natzger, Miss Natzger, C. F. Osborne, Mr. and Mrs. G. E. Phillips, Master Phillips, Mr. and Mrs. A. L. Spencer, Miss Spencer, M. T. O'Brien, Dr. and Mrs. Hugo Zieschank, Miss Ula Zieschank, Master Ellishard F. Zieschank, Stanley Lee, J. R. Murdock, Elder J. A. Orme, Miss Ella O'Brien, Geo. Playoust, Elder C. B. Russell, Miss Elsa Scott, Isadore Sklare, Miss Bessie Walker, Miss Florence Warren, Miss Elsie Warren, Miss Edith Warren, C. Wewetzer, Rev. H. Wiedemann, A. Wilson.

Star-Bulletin * Today's news Today.

WICKERSHAM ON TRUST QUESTION

(Continued from Page 1.)

reason why American financiers should not handle their share of the loan."

Mr. Wickersham declared that he was as pleased as a "boy out of school" at the prospect of a vacation. "I have freed myself absolutely from all official cares and worries," he said, "and I am taking the trip for no reason in the world but for pleasure. We expect to go through Japan and China and then across the Trans-Siberian to Moscow. From there our plans are still undecided, although we will, of course, return home by the way of Europe. I am sorry to say that we will probably not be able to visit the Philippines. Mrs. Wickersham does not care to travel by water any more than is necessary and for that reason we will probably not go to Manila."

Mr. Wickersham was looking fine and fit and showed no effect from the four strenuous years just passed, during which time he has carried on negotiations against no less than one hundred "trusts" and established cardinal principles of trust-curbing that will form the foundation for all such work for many years to come.

Two Big Suits Fought Out.

Perhaps the most notable of all Mr. Wickersham's prosecutions while Attorney General of Taft's cabinet were the two suits brought under his direction for the dissolution of the Standard Oil Company and the American Tobacco Company. Previous to the time of these suits, it was almost agreed among members of the federal legislature bodies that the Sherman Anti-Trust law had become antiquated and was no longer sufficiently definite to cope with the trust situation. Mr. Wickersham, however, held out for a liberal construction of the Sherman law, declaring that the courts had construed it too strictly in the past and that it was for this reason in danger of becoming a dead letter. His view of the matter was upheld by the U. S. supreme court in the two cases mentioned above, and that decision, which resulted in the dissolution of the two monopolies, is now regarded as the corner-stone of trust prosecution. Mr. Wickersham also distinguished himself in drawing up a plan for the dissolution of the Harriman railroad lines, and was successful in putting the plan into operation until the railroad commissioners of the state of California objected to one of the provisions as to the holding of stocks and bonds contained therein and nullified the entire plan.

While others were groping in the dark at the government regulation and curbing of monopolies, Wickersham was the first to see the clear light of day ahead and to sound without equivocation the death knell of monopoly. "It is perfectly clear," he stated as long ago as 1911, "to any thoughtful person that it is inimical to the continuance of free institutions that the great industries of the country should be controlled by a small body of individuals. If such result cannot be prevented through the operation of the Sherman Anti-Trust Act, then the alternative must be the resort to some form of government control. The people will not permit—they cannot permit—the uncontrolled centralization of power in private hands. No artificial body of men endowed by the state with special privileges shall dominate the state."

No less spectacular than his public career, Mr. Wickersham's rise to fame in private legal life shows the broad generosity, the simple directness and the great power of the man. Born in Putsburg, Pa., in 1838, he won his law's degree at the University of Pennsylvania when only twenty-two years old. In 1882 he moved from Philadelphia to New York as a member of the law firm of Strong & Cadwallader. From this time on he was ceaselessly showered upon him. He acted as counsel for the committee that carried through the reorganization of Chicago's street car system; he was counsel for the construction company that built the New York subway; counsel for the New York State Savings Bank Association, etc. Since 1908, as a climax to all other honors, he served as attorney general in President Taft's cabinet.

Will Visit Hilo.

Mr. Wickersham declared this morning that he has made plans to stay in the islands for at least two weeks. He was delighted to hear that arrangements were already under way for the trip to the volcano, and that he will be taken to Hilo as the guest of the Territory. He expressed a wish to see the Pearl Harbor drydock as soon as possible. Plans for a trip around the island are in the hands of Judge Dole, and Secretary Mott-Smith has mapped out trips to the other points of interest and beauty on the island.

Among many to welcome the Wickersham party this morning were Federal Judge S. B. Dole and U. S. Attorney Breckons, Secretary of the Territory E. A. Mott-Smith, Wm. T. Brigham, director of the Bishop Museum; Thomas Harrington of the British consulate and Dr. Augustus Marquet, French consular agent.

Talks of Harriman Merger.

One of the last duties of the former attorney-general was that of drawing up the dissolution plan for the great Harriman merger, and as the dispatches have told, the plans were agreed to by the company, though somewhat upset by the stand taken by the state railroad commission.

Discussing probable future action, Mr. Wickersham said before he left the Coast:

"In my opinion the present weak condition of the market and the uncertainty in financial centers are due to the doubt that exists over what effect the throwing of \$125,000,000 worth of stock on the market in the dissolution plan may have. The drop in the shares seemingly makes it necessary to devise another method of disposing

OUT-GOING PASSENGERS!

NOTICE

You are advised to send in your baggage order as early as possible and let us get your trunks to steamer in good time to have same properly SEALED AND CHECKED.

PERSONAL ATTENTION TO ALL ORDERS.

CITY TRANSFER CO.

JAS. H. LOVE.

Honolulu Star-Bulletin

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MIKAHALA BACK; CARGO BURNED

The Inter-Island steamer Mikahala, reported afloat, returned to Honolulu early this morning, remained here some hours and was dispatched for Kalaupapa and Molokai ports at noon hour. Damage by fire was confined solely to the cargo, according to statements made by Inter-Island officials today. Freight stored in the forward hold and destined for Molokai ports was burned, the extent of the loss as yet not made known.

President and General Manager Kennedy in connection with the federal officials at the port will conduct an investigation as to causes that led to the fire.

Officers in the Mikahala are loud in their praise of the efforts made in behalf of the Matson Navigation Company. The work performed by officers and men in the Matson Navigation steamer Hyades, then at Kananapa, is highly commended by the officers in the Mikahala. The Mikahala was en route from Makana to Kalaupapa when the fire broke out. Steam was pumped from the Hyades to the fire-swept hold. The damaged cargo has been discharged and the vessel returned to Molokai to resume the regular schedule.

PASSENGERS BOOKED

Per P. M. S. S. Korea, for Japan and China ports—From Honolulu, Mar. 21: Mrs. S. L. Ackerson, Mrs. M. B. Meyer, infant and amah, T. S. Bugbee, Miss Helen Bugbee, Mrs. T. S. Bugbee, Mrs. J. E. Dean, Mrs. H. Fortson, Mr. and Mrs. J. A. Gregg, Miss M. H. Mans, Miss K. Lodge, Mr. and Mrs. W. S. McCurdy, Mr. and Mrs. G. J. O'Neil, Prof. and Mrs. F. G. Peabody, Miss G. W. Peabody, Mr. and Mrs. F. W. Pretty, Mrs. G. F. Renton, Mrs. F. E. Wood.

Dix In; Stowaways Found

Bringing 5300 tons Japanese coal for discharge here, the United States army transport Dix is an arrival from Manila by the way of Nagasaki, the vessel coming to a berth at the naval wharf late yesterday afternoon. The stowaways, who were set to work by the skipper, and made to turn to each day.

It will require ten days to complete the discharge of the coal. The vessel has been on the drydock at Olongapo previous to sailing for Honolulu and Seattle. The vessel met with a storm shortly after leaving Manila that sent her way out of the usual course. Considerable damage was done to the machinery, necessitating repairs.

How many people do you know who would not impose on you if they could?

No, Cordelia, the language of flowers and flowery language are not the same.

Even the girl who has a steak-and-Anyways, a watch pot seldom boils over.

of this stock and a new plan to effect the dissolution.

"This, of course, must be left to my successor, Mr. McReynolds. At the time the department of justice agreed upon the plan for separating the lines we had considered the advice of the most capable legal and traffic experts in the country. The local difficulties that have arisen on the coast could not be foreseen at that time, and they present some new and intricate problems. The present uncertainty is highly regrettable."

GUBERNATORIAL RACE

(Continued from Page 1.)

"Too dust created by Waller and Rivenburgh started on the trail for Frenar's place had not settled until John H. Wilson took the ear-path in person for Lincoln L. McCandless. He made the rounds and left all sorts of literature with Secretary Lane and offered, to help President Wilson to a hunk of it.

All kinds of endorsements.

Mr. Wilson came loaded down with endorsements for McCandless. They come from organizations and individuals. All of them recommended Mr. McCandless in the highest terms. Others are on route from Hawaii. They will be placed on file with Mr. Lane, or any other person where they will do the most good.

In the meantime, as supplementary to President Wilson's notification that all office seekers must go to his cabinet ministers and present their claims, it was announced that the president would consult with William F. McCombs, chairman of the Democratic national committee, regarding all political appointments. This is precisely in line with the announcement heretofore made by the Star-Bulletin correspondent that Mr. McCombs would doubtless have a part in handing out the Hawaiian patronage.

The governor and other territorial officials are surely political as lions and the word of Chairman McCombs will go a long way toward landing them for applicants.

Rivenburgh Takes Trip

The minute Mr. Rivenburgh heard of this supplementary notice he started out in hot haste to locate Chairman McCombs and present the case of Mr. Waller. He found that Mr. McCombs had left for Chicago, where he would seek to adjust the Illinois senatorial deadlock. This did not worry Mr. Rivenburgh. He simply sat down and wrote a nice little telegram, outlining Mr. Waller's claims to the governorship.

In doing this Mr. Rivenburgh had the best of Mr. Wilson for the time being at least. He saw the chance first and hustled to take advantage of it.

Nothing was accomplished by all this energy beyond scratching the surface and laying the foundation for the governorship fight. Secretary Lane made it perfectly plain to all comers that he will not take up the Hawaiian state for several days, probably weeks. He desires to straighten out the tangle in his own big department and get a new corps of